

The heaviest fall being during the morning hours. At the same time a general rise of pressure took place, which was succeeded by a corresponding but not so general decrease during the afternoon. The winds have not risen above the force of brisk at any point, but have been increasing in the Eastern Gulf. Temperatures have varied slightly and were slightly lower yesterday on the Middle Atlantic coast. West of the Mississippi valley the prevailing winds are southerly and easterly. Eastward of that region the prevailing winds are from the north and west. In New York and its vicinity to-day the weather will be warmer and partly cloudy or fair, with occasional light rains and increasing cloudiness. To-morrow it will be warm and partly cloudy or cloudy.

But if its object is remedial—and Mr. Potter does not deny that if the new evidence of fraud should be formidable may be used to unseat Mr. Hayes—then we have no hesitation in maintaining that the purpose of the investigation is revolutionary. It would be an innovation on all previous practice, an innovation on the settled principles of the constitution, to contest on any grounds whatever, the title of a President who has been nearly two years in office. Even in admitting the bare possibility that the investigation may disclose facts which will justify an attempt to put Mr. Hayes out of office, Mr. Potter utters a

lives of persons getting on or off the cars. In one instance a passenger who was standing on the step of an open car, endeavoring to get aboard, had his foot badly lacerated by one of these iron girders. The carelessness with which they are thrown in the road, apparently wherever the truck drivers choose to dump them, is evident to every person who travels on the avenue. There is no reason why the road should be thus blocked and obstructed, to the annoyance and injury of the residents. The girders which are now laid flat on the road and thrown crosswise between the railroad track and the curbstone, thus, in many instances, entirely blocking the side road and putting a stop to travel, might easily be placed on their edges against the columns. They would then only prevent vehicles and passengers from crossing the track here and there, and would leave the road on the side of the track unobstructed. In no case ought they to be piled with their edges toward and close to the horse cars. The company would, no doubt, be responsible in damages for any injury to life or limb that might result from such a careless practice, and they should compel the contractors to show a little more consideration for the convenience and safety of the public.

All Professionals.

The Watkins Lake Regatta is likely to prove a sorry failure, so far as any test of the qualities of our amateur oarsmen is concerned. It has, on the most absurd pretences, ruled out some of the best amateurs as being "professionals," although it is well known that the "practice" rather than the "professions" of the excluded oarsmen is what was objectionable to the clubs of the National Association, under whose control the Watkins regatta has been suffered to pass. One of the members of the Watkins Regatta Committee, in a minority report on the subject of these unwarrantable disqualifications, stated that the Nautilus pair had been disqualified because on an *ex parte* statement, without any notice to them, it had been alleged that they had rowed last year in the Long Branch regatta against an oarsman named Smith, and that "some dead man had said that Mr. Smith had some time before fished for him." The "protestants" against the New York Nautilus pair were the Detroit pair and the Northwesterns, but yesterday's mecs proved that they did not "protest" enough, as they were beaten by another New York pair, the Atalantas, with ease. If they had supposed

PERSONAL INTELLIGENCE.

This year the Fourth of July will come on Thursday, boys.

Governor Lucas Robinson is at the St. James Hotel.

Mr. William H. Vanderbilt took passage yesterday at Liverpool for New York.

The *Boston Globe*, which is extravagant in everything, even in its Gothic head lines, is responsible for the unparliamentary remark that the Cincinnati musical festival was an Ohio man.

Among the passengers for England by the Nova Scotia from Halifax yesterday were Lucy Haly (sister of the late General Haly), Lily Cooper Kay, Miss Kay and Sanford Fleming.

Brown, of Englewood, has a sickle lost in the grass for him nearly every day. He stops on Chambers street to buy a new one so frequently that his fellow passengers regard him, no doubt, as a buy-sickleman.

Editorial in Nashville (Penn.) American:—'Can't' those exorbitating paragraphers of the New York Herald and Graphic be retired on a pension. Almost

OUR VISITORS AT SOUTHWEST HARBOR.
ELLSWORTH, Me., May 28, 1878.

A telegram yesterday from Southwest Harbor reports that Captain Lomen, commander of the Russian navy, and eight of the Russian officers left in the steamer *Lexington* to day. A paymaster and two other officers and eleven of the sailors leave on Thursday for Philadelphia. The paymaster will return June 10. As far as may be predicted from this telegram and from the general outlook of things the officers who have left will soon take advantage of the naval forces and armaments for which they have been negotiating, which can be readily equipped and manned by Russian sailors. The sailors are all stationed at the steamer *Cimbrina*, where, up to now, they have been regarded as being in no way in readiness for movement at any time. It is uncertain how long the *Cimbrina* will remain at her present anchorage or to what port she will sail on her departure.